



## Government Management, Accountability and Performance

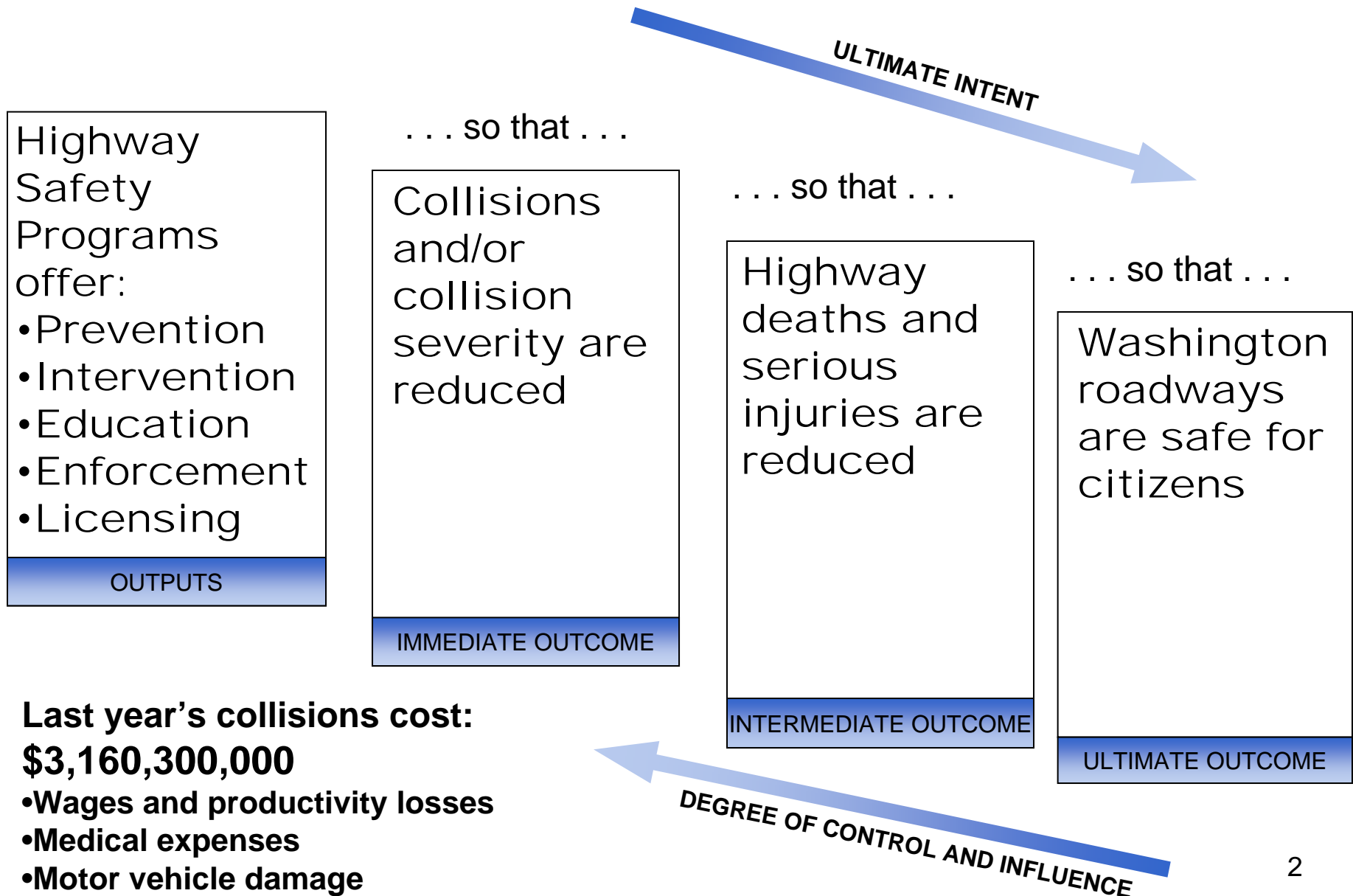
September 8, 2005

### **TRAFFIC SAFETY**

**Fatalities**

**Injury Collisions**

**Contributing Factors**



# Where Do We Stand On Traffic Fatalities?

## Target

5% reduction in fatalities per year

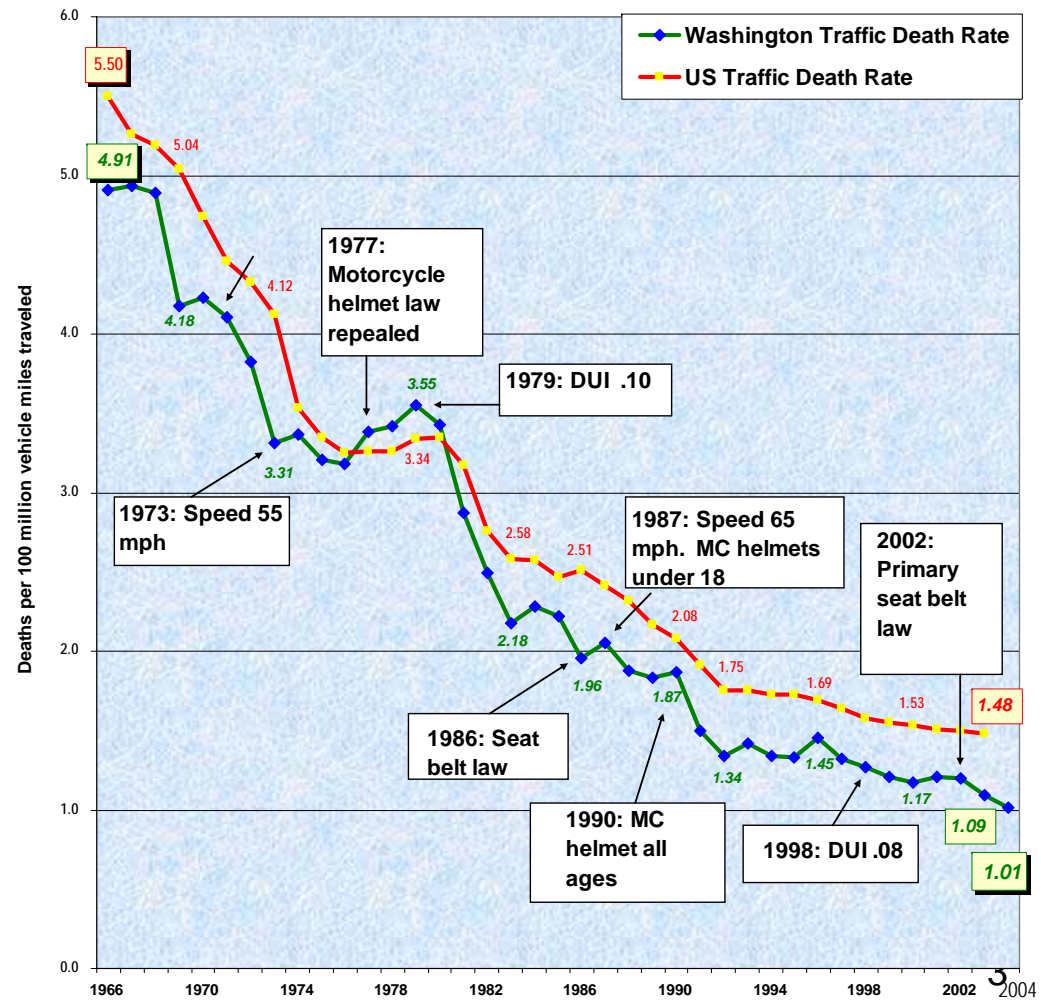
## Analysis

- In 2004, **563** lives were lost in fatal collisions – 1.01 per 100 million vehicle miles traveled\*
- Only Connecticut, Massachusetts, New Hampshire, New Jersey, and Vermont have a lower death rate

\*100 million vehicle miles traveled is the national standard set for all 50 states by National Highway Traffic Safety Association

## Traffic Death Rates Continue to Decline

*Traffic deaths per 100 million Vehicle Miles Traveled\**



Source: FARS, WSP, WSDOT, NHTSA

## Where Do We Stand On Serious Injury Collisions?

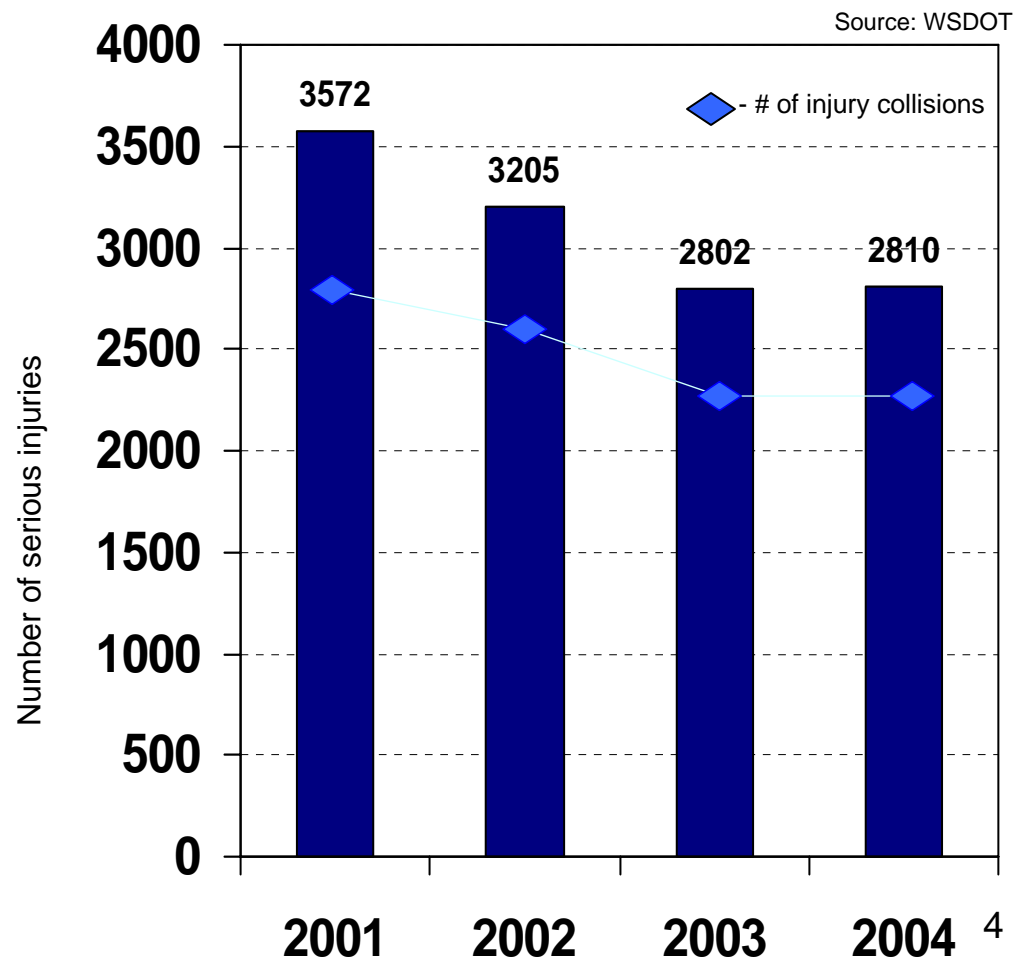
### Target

5% reduction in serious injury collisions per year

### Analysis

- For every fatality collision, there are about 4.5 serious injury collisions
- The number of serious injury collisions is down 21% from 2001.
- These are the collisions people don't walk away from

### Serious Injuries Declined Since 2001



## Where Can We Make A Difference?

### Factors We Influence

- Speed: the #1 factor in collisions
- Impaired drivers: drugs & alcohol
- Seat belt and child car seat use
- Motorcycle helmet use
- Driver distractions i.e. cell phones
- Truck safety

### Factors With Limited Influence

- Demographics: teens, older drivers, ethnic groups
- Vehicle safety features i.e. air bags
- Highway design and use
- Emergency medical service

### New Programs Could Help

#### **Impaired Drivers**

- ✓ License suspension dismissal rate
- ✓ DUI law simplification

#### **Seat belts**

- ✓ Targeted enforcement

#### **Motorcycles**

- ✓ Endorsement recertification
- ✓ Safety school

# What Are We Doing About Impaired Drivers?

## Analysis

- Of 563 deaths in 2004, 213 were alcohol related: 38%
- There is increased awareness of drug-impaired drivers (substance abuse)
- Specific local communities and demographic groups need assistance

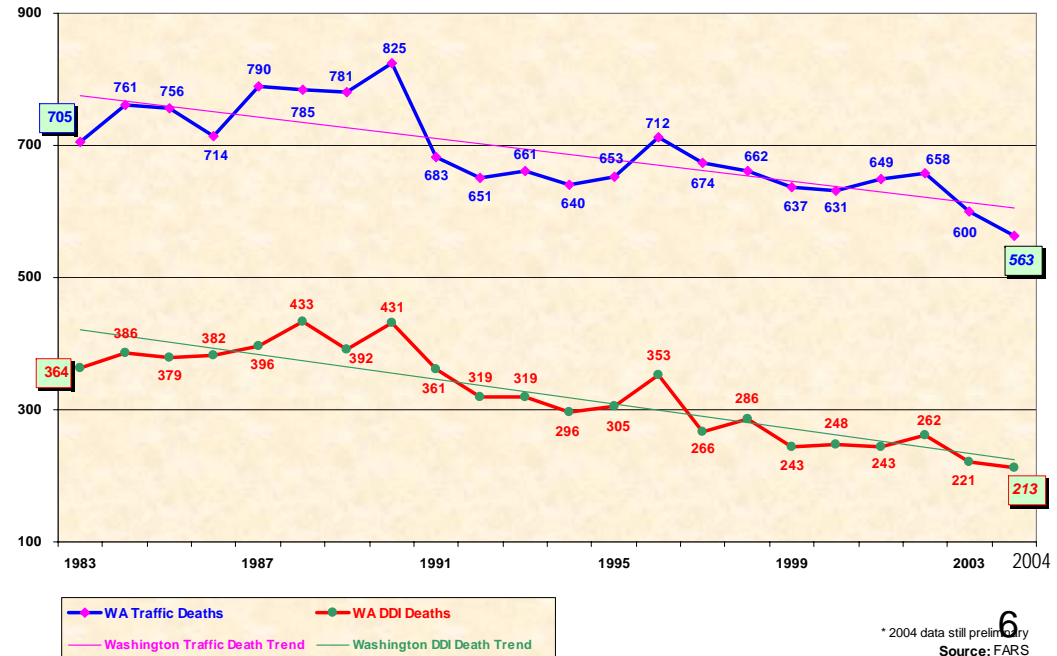
## Target

4% reduction in impaired drivers per year

## Action Plan

- Concentrate patrols during peak periods
- Increase public awareness – *“Drive Hammered, Get Nailed”*
- Improve the process for license suspension
- Pursue “driving under the influence of drugs” legislation by 2007

Washington Drinking Driver Involved  
Death Rates Continue to Decline



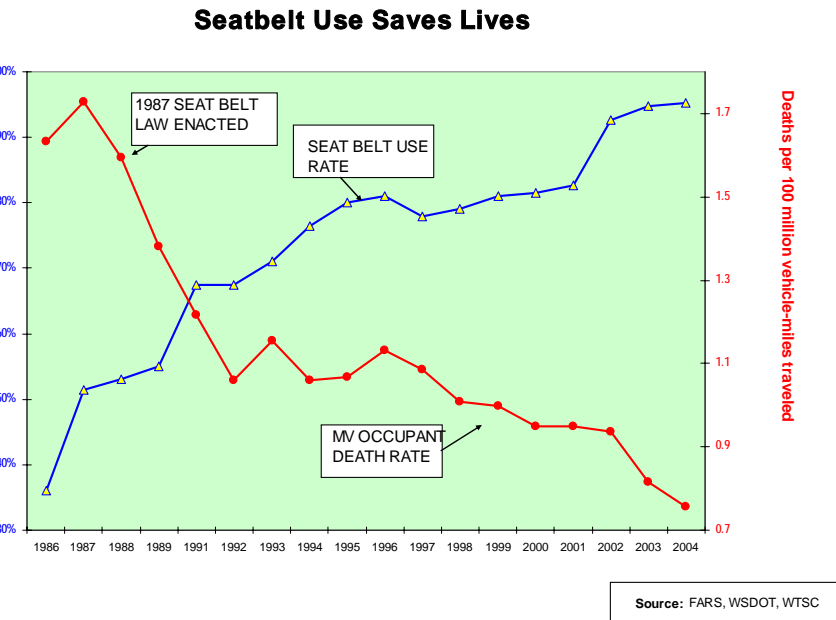
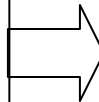
# How Can We Improve Seat Belt Use?

## Analysis

- 95% of Washington drivers use seat belts
- 2004: 39% of vehicle occupants who died were unbelted

## Action Plan

- Continue *"Click It or Ticket"*
- Partner with the media
- Target education/enforcement with specific demographic groups
- Complete WTSC study on who makes up the 5% still not wearing seat belts



## Preliminary findings:

- Slightly more males
- Over age 40
- Pickup drivers
- Poor driving history
- Drive older vehicles

# How Can We Reduce Motorcyclist Deaths?

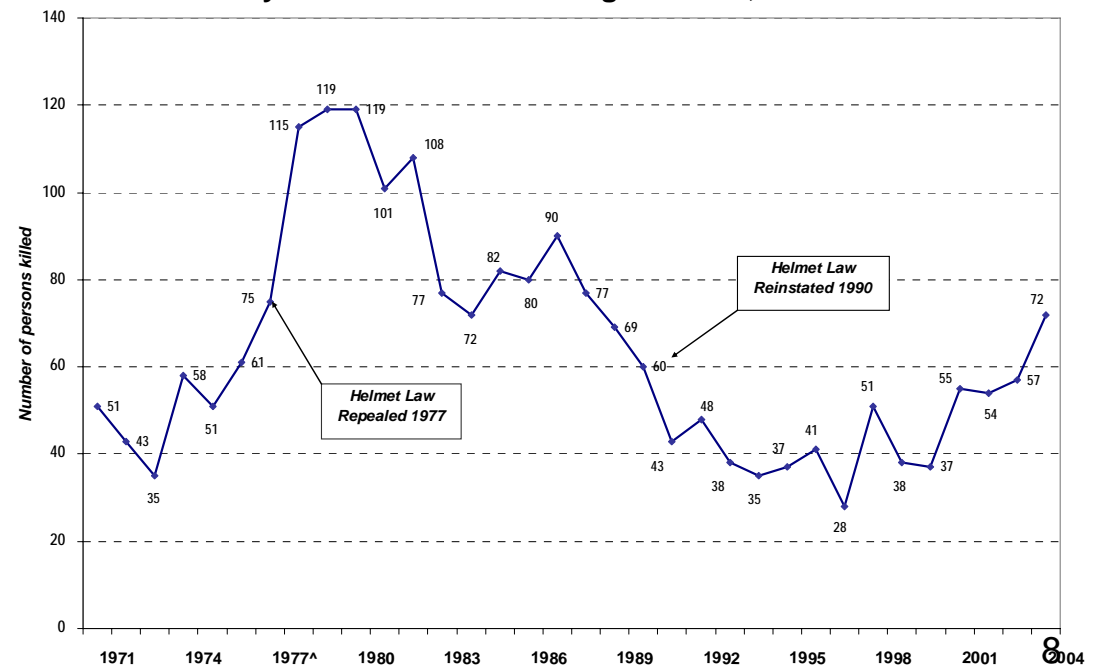
## Analysis

- You are 27 times more likely to die riding a motorcycle than in a car
- Deaths in the 40+ age group show the largest increase
- 157,215 motorcycles registered in 2004, a 60% increase since 2000
- 298,202 license endorsements in 2004, a 12% increase since 2000

## Action Plan

- Strengthen DOL endorsement process
- Target returning riders
- Work with motorcycle manufacturers
- WSP and DOL train MC safety instructors
- Consider lowering the alcohol threshold from .08 to .04

Motorcyclist Deaths in Washington State, 1971-2004\*



\* 2004 numbers based on preliminary as of 02/25/2005

Source: FARS